PIT & QUARRY

FEBRUARY 1985

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PIT & QUARRY

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MEMBER

VBPA ABP

Comparison of 1984/1983 Construction Contract Values*

	11 Mos. 1984 (000,000)	11 Mos. 1983 (000,000)	Cumulative Percent Change
Nonresidential building	$ 67,781.3	$ 57,514.7	+18
Residential building	95,110.1	86,982.3	+ 9
Nonbuilding construction	33,198.2	35,532.2	− 7
Total construction	$196,089.6	$180,029.2	+ 9

Dodge Index
(1977 = 100, Seasonally Adjusted)

September 1984 .... 144 October 1984 .... 146 November 1984 158

**Based on statistics compiled by F.W. Dodge Div., McGraw-Hill Information Systems*

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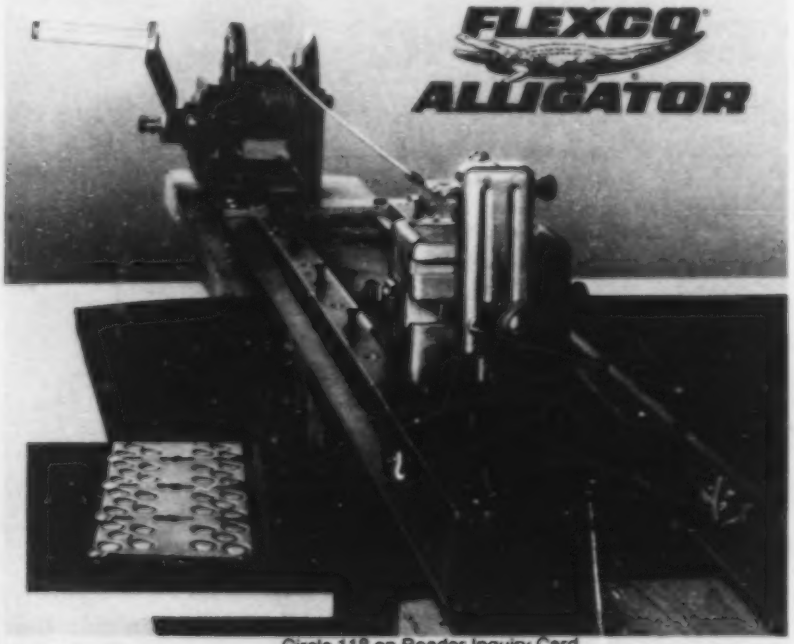

Circle 118 on Reader Inquiry Card

Point, Md. The terminal's 675-ton storage silo is located on a 5-acre site serviced by the Seaboard/Chessie Railroad system.

Southwestern Portland will expand Odessa, Tex. plant

Southwestern Portland Cement Co. is expanding its Odessa, Tex., plant. Start-up of the new equipment is scheduled for May 1985.

Major equipment, supplied by Fuller Company, includes a 3,000-hp cement mill system incorporating an O-SEPA air separator and a two-compartment 12 ft., 6 in. x 39-ft. ball mill. Other equipment includes dust collectors for the finish mill, Airslide conveyors, a clinker bin, slide gates, weigh belt feeders, bucket elevators, and flowmeters.

The Odessa plant operates two dry process lines. An 800-stpd long dry kiln line was installed in 1958 and a 900-stpd preheater kiln system was added in 1975.

ASTM publishes technical book on gypsum

Analytical methods and problems with synthetic gypsum are presented in an ASTM special technical publication, *The Chemistry and Technology of Gypsum*. The book is the result of an ASTM symposium that featured discussions of theories, test methods, analysis, and basic information on gypsum and its products.

The book is available through ASTM Customer Service, 1916 Race St., Philadelphia, Pa. 19103. Cost is $23.20 for members and $29 for nonmembers.

IBAU Hamburg marketing rights procured by Fuller

Fuller Company has agreed to exclusive North American marketing rights of IBAU Hamburg's cement silo and blending design technology. IBAU, formed in 1975, has designed and delivered more than 400 storage and blending silos worldwide.

The silo system incorporates an internal central cone; the silo design stores cement, raw meal, fly ash, lime, and other bulk powder products, and can be used as an energy efficient blender as well, according

(Continued on page 14)

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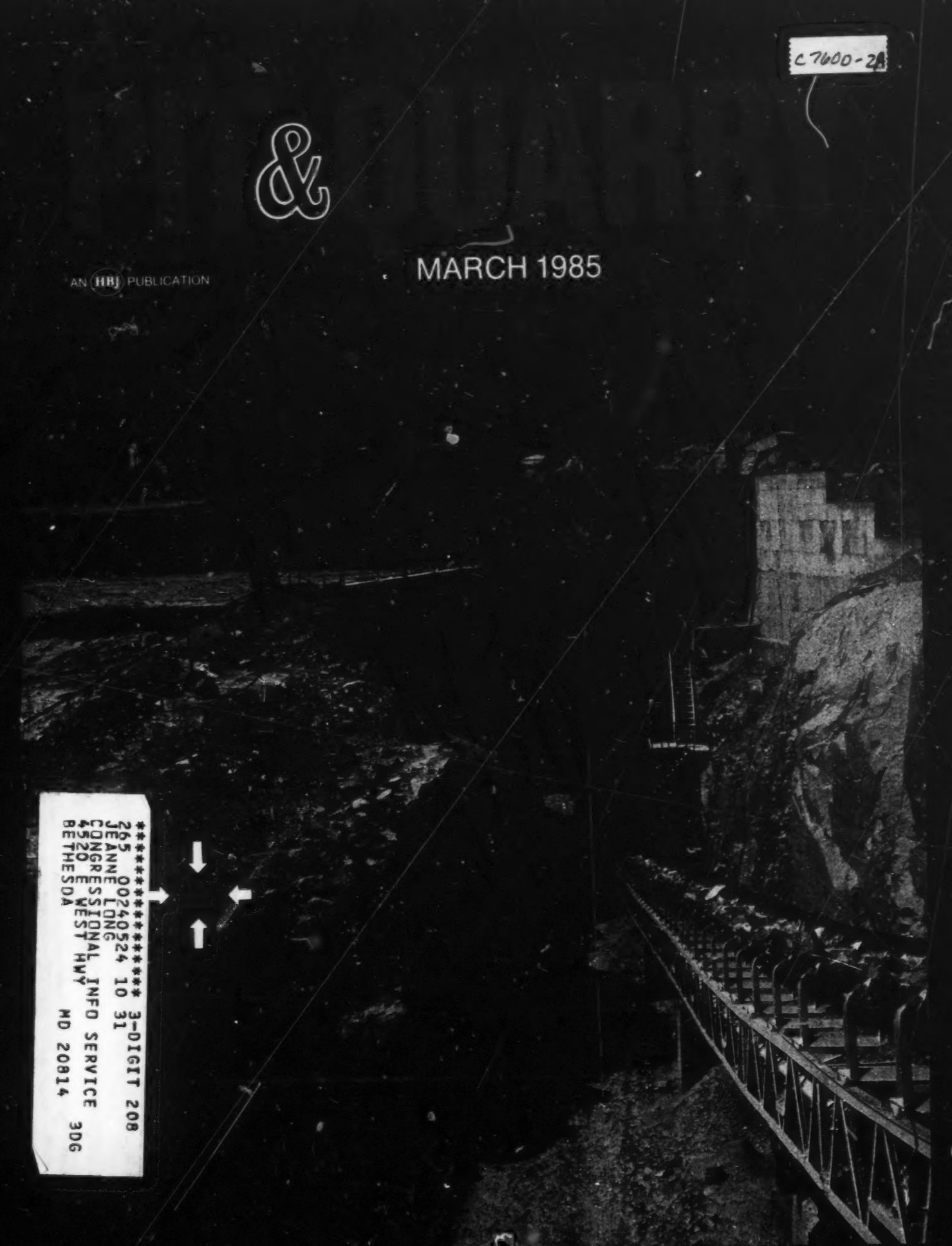

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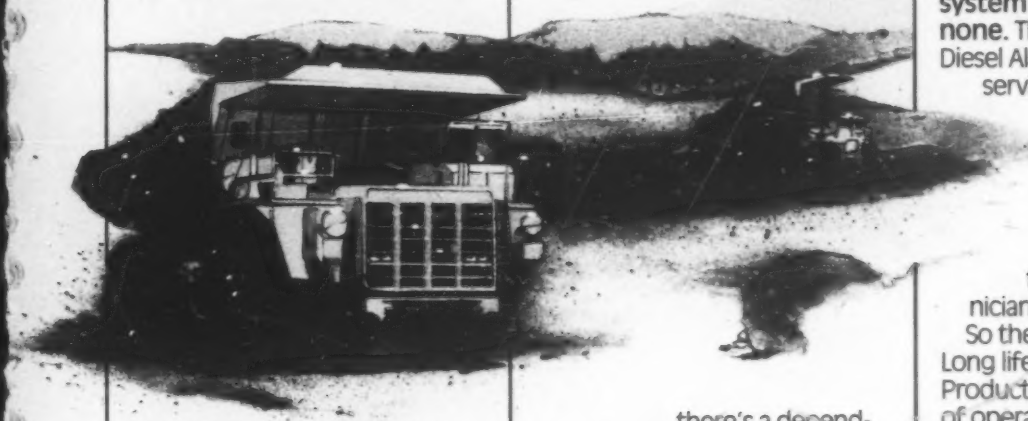
THE AUTOMATIC DECISION:

Where to find the right transmission for haul trucks.

There's nothing small about the job you do. Off-highway hauling demands the biggest, toughest trucks around. Trucks that have to perform. And perform efficiently.

So when it comes time to buy new haulers, you have a big decision to make. Shouldn't you make sure the hauler you spec comes with an Allison Automatic or Powershift transmission?

We think that's one decision that should be easy to make—especially once you consider the facts.



fact: Allison transmissions are engineered for long life and low downtime. Allison hydraulically-actuated, self-adjusting gear clutches provide a smooth transfer of power to the wheels for less drivetrain stress. Result: low downtime. Plus, Allison transmissions help improve productivity with quick response, ease-of-operation and good fuel economy.

fact: Allison transmissions are No. 1 with OEMs. No matter what the application, there's a dependable Allison to handle the job—in a horsepower range of 70 to 1840 (52 to 1373kW). Plus, Allison hauling transmissions come with innovative electronic controls for even smoother shifts, and an optional output retarder for increased vehicle control. Good reasons why Allison continues to be the transmission chosen by over 200 OEMs who produce more than 1500 different pieces of equipment. You see, those equipment manufacturers who have a choice choose Allison.

fact: Go with an Allison transmission and you go with a leader. The first Allison hauling transmission went to work in 1948. Now, well over a million transmissions later, Allison is still the number one name in automatic and powershift transmissions. Allison quality and dependability are known and respected throughout the world.

fact: Each Allison transmission comes with a support system that's second to none. That's because Detroit Diesel Allison has a sales and service network of almost 5000 distributors and dealers worldwide. That includes complete parts availability and fully trained service technicians—all to serve you.

So there you have it. Long life and low downtime. Productivity-improving ease of operation. Economical performance. And worldwide sales and service support from an industry leader. With facts like these, the decision is so simple...it's automatic.

Tough, dependable Allison transmissions.

For more information, contact your local equipment dealer or Detroit Diesel Allison distributor, or write Detroit Diesel Allison, Division of General Motors, P.O. Box 3338, Livonia, Michigan 48151-3338.

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Circle No. 118 on Reader Inquiry Card

Comparison of 1984/1983 Construction Contract Values*

	12 Mos. 1984 (000,000)	12 Mos. 1983 (000,000)	Cumulative Percent Change
Nonresidential building	$ 73,225.7	$ 62,284.2	+18
Residential building	100,762.6	93,566.6	+ 8
Nonbuilding construction	35,872.5	37,751.8	− 5
Total construction	$209,860.8	$193,602.6	+ 8

Dodge Index
(1977 = 100, Seasonally Adjusted)

October 1984 .... 146 November 1984 .... 158 December 1984 148

**Based on statistics compiled by F.W. Dodge Div., McGraw-Hill Information Systems*

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Coming Events

NATIONAL ASSOCIATIONS

MARCH 11-15
Plant Operators' Committee Meeting
National Slag Association
Baltimore Hyatt Regency
Baltimore, Md.
Contact: R.K. Eggleston
NSA
300 S. Washington St.
Alexandria, Va. 22314

MARCH 17-20
National Sand and Gravel Association
Operator's Meeting
L.A. Airport Hilton
Los Angeles, Calif.
Contact: Richard C. Meininger
NSGA
900 Spring St.
Silver Spring, Md. 20910

MARCH 18-20
"Sales Training II"
NRMCA/NSGA/PCA
PCA Cement and Concrete Center
Skokie, Ill.
Contact: PCA
5420 Old Orchard Rd.
Skokie, Ill. 60077

MAY 20-23
77th NSFE Concrete Industry Technical Conference
Hyatt Regency
New Orleans, La.
Contact: Wayne Mitchell
P.O. Box 3
Houston, Tx. 77001

JUNE 24-28
International Mining Exhibition
Association of British Mining Equipment Companies
National Exhibition Centre
Birmingham, England
Contact: Richard West
Mining Industry Promotions Ltd.
PO Box 53, Rickmansworth
Hertfordshire WD3 2AG
England

JUNE 25-28
20th U.S. Symposium on Rock Mechanics
South Dakota School of Mines and Technology
Rapid City, S.D.
Contact: Prof. Eileen Ashworth
Mining Engineering Dept.
SDSMT
Rapid City, S.D. 57701-3995

Accident prevention—where to start?

For best results, where should we spend our safety dollars? This is a common question often asked by quarry management. The Liberty Mutual Insurance loss prevention group thought they might provide a helpful answer by analyzing high cost workers' compensation accidents reported by their policy holders. The analysis identified frequency and cost levels in various accident categories as shown in the accompanying chart.

It would appear that the control of four accident sources are of about equal importance to quarry management in order to prevent the recurrence of future serious accidents. The four categories shown are very general: vehicles, falls, conveyors and crushers, and manual material handling. When reviewed with knowledge of a particular quarry operation, controls directed at these most expected areas should become evident and, therefore, tend to be most cost effective.

In reviewing these problem areas, management might consider the following questions about their own operation:

Vehicles--

- Are there standards for driver selection?
- Is there an effective driver training program?
- Is there a planned traffic pattern established throughout the quarry?
- Are all vehicles covered by a preventive maintenance program?

Falls--

- Are employees instructed in safe use of ladders?
- Is equipment access considered at time of purchase and in maintenance programs?
- Does plant preventive maintenance program include walkways and railings?
- Are maintenance employees requested to tie off when exposed to a fall hazard?
- Is there an effective means for employees to have tripping and falling hazards eliminated?

Conveyors and crushers--

- Is there a lock-out program that is used effectively?
- Are tail pulleys on conveyors guarded?
- Are mechanical drive mechanisms guarded adequately?

Manual material handling--

- Are mechanical assists available where needed? For example, for crusher maintenance?
- Are supervisors aware of ergonomic principles so that task redesign can be considered?

The above questions are a starting point to help quarry management identify their potential for the frequent and serious loss types. By starting with these questions, management should be able to identify the problem areas where money spent for controls should produce the most significant results. ●

This has been an accident cause and prevention discussion furnished by Liberty Mutual.--Ed.